

An aerial photograph of a city street, likely West Franklin Street in Chapel Hill, North Carolina. The street is lined with modern, multi-story buildings featuring large windows and balconies. A white bus with "transit" written on its side is driving on the street. Several cars are also visible. The sky is clear and blue. The text "West Franklin Street Restriping" is overlaid in large white letters across the center of the image.

West Franklin Street Restriping

Council Work Session

February 2, 2022

WELCOME
Downtown
CHAPEL
HILL

Agenda



Effects of resurfacing
and restriping



Overview of decision
at hand



Next steps



Resurfacing and Restriping



Resurfacing/Restriping DOES:

- Allow NCDOT to pay for and oversee the work instead of the Town
- Set West Franklin Street up for testing and evaluating potential future designs
- Prevent the road from reverting to pre-COVID 5-lane design



Resurfacing/Restriping DOES NOT:

- Affect future design of Franklin Street
- Affect sidewalk dining as it is currently operating
- Mean that the Town will not transfer maintenance of the street from NCDOT in the future



Restriping Decisions

Immediate Decision Needed for Resurfacing

NCDOT is resurfacing W. Franklin St. between May and August. How do we want them to repaint after resurfacing?

2 lanes of vehicle traffic, select turn lanes & **curb running** bike lane

2 lanes of vehicle traffic, select turn lanes & **traffic running** bike lane

4 lanes of vehicle traffic, center turn lane & no bike lanes

Traffic Running Bike Lanes



- Bikes between parked cars and moving traffic
- ~4' of buffer on one or both sides of lane
- Design mostly complete and approved by NCDOT
- Maintains pre-COVID on-street parking (66 spaces)

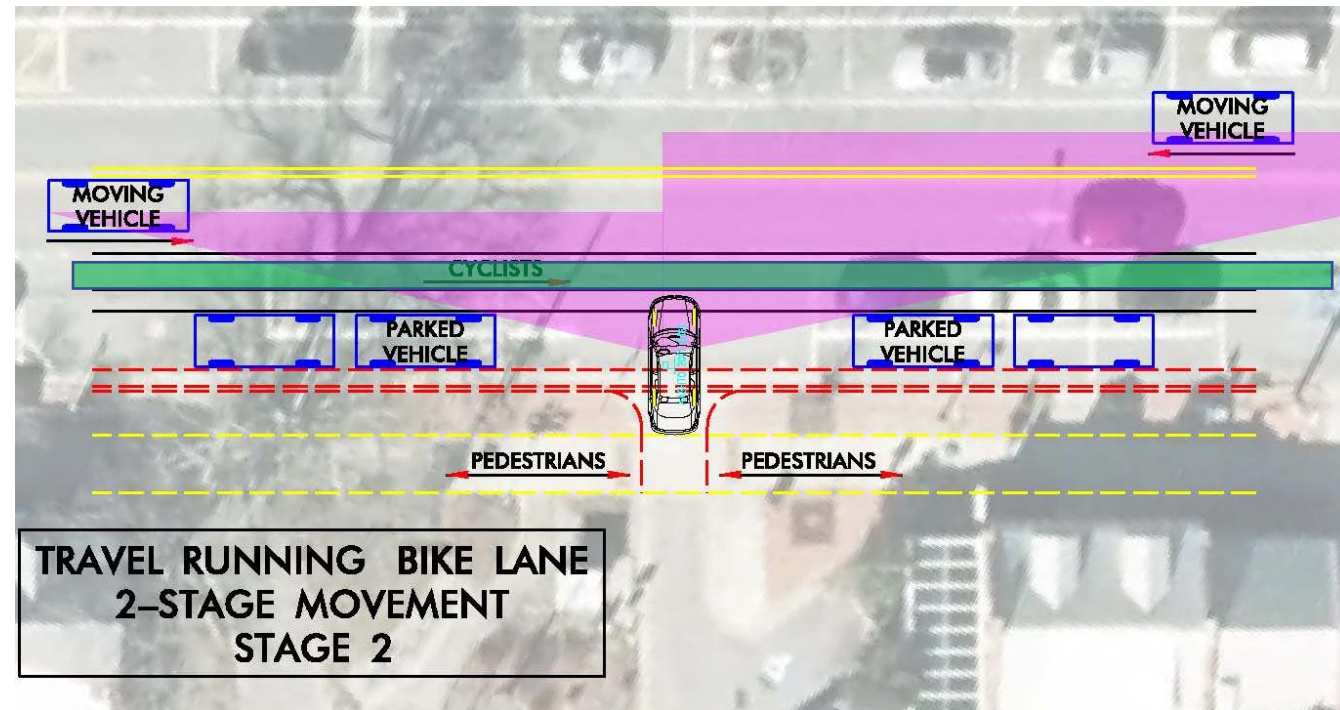
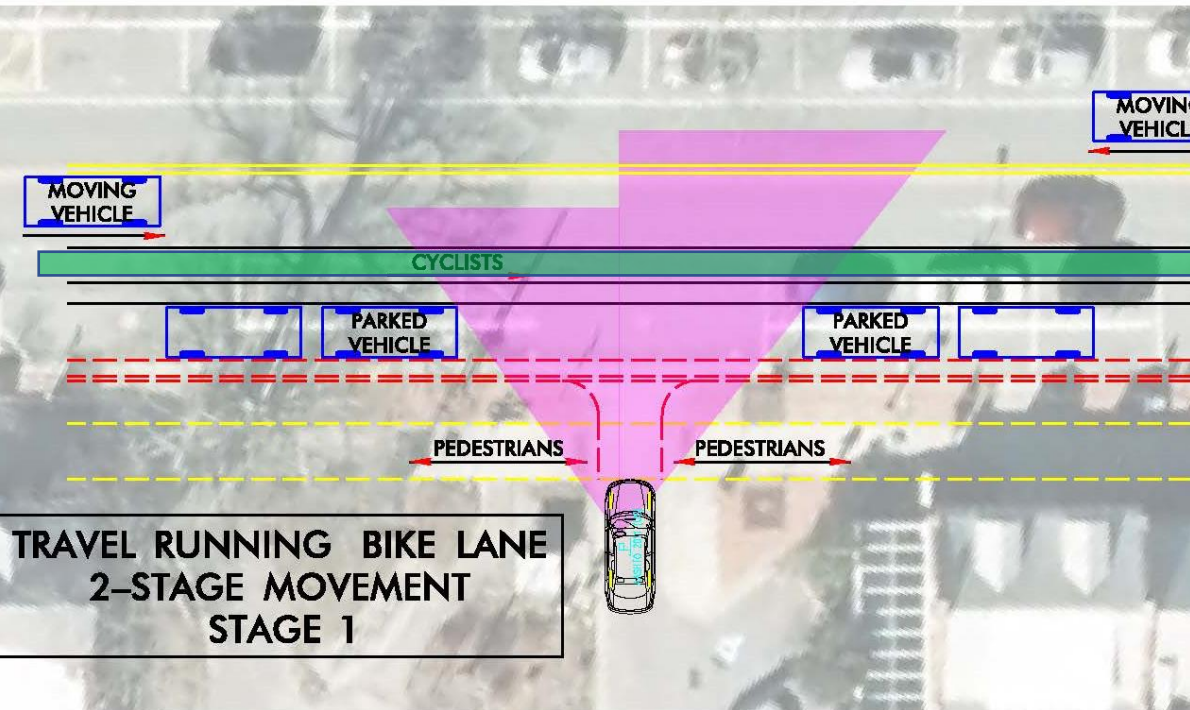
Curb Running Bike Lanes



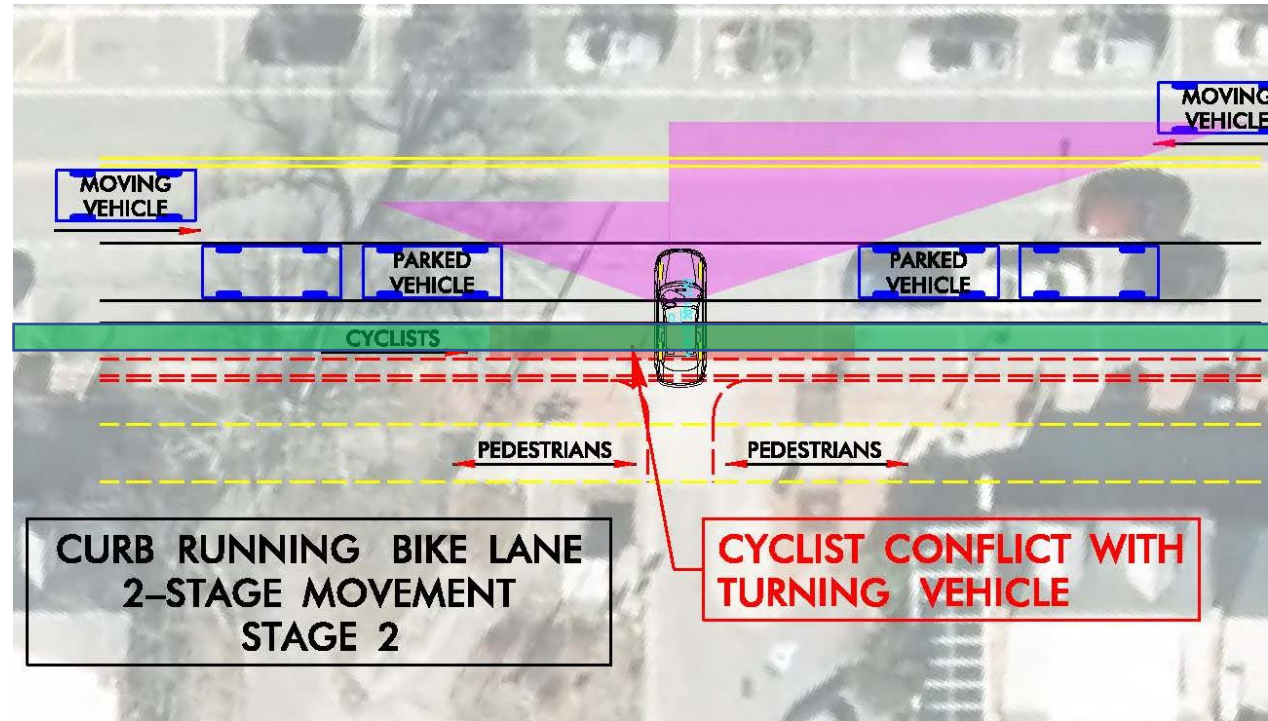
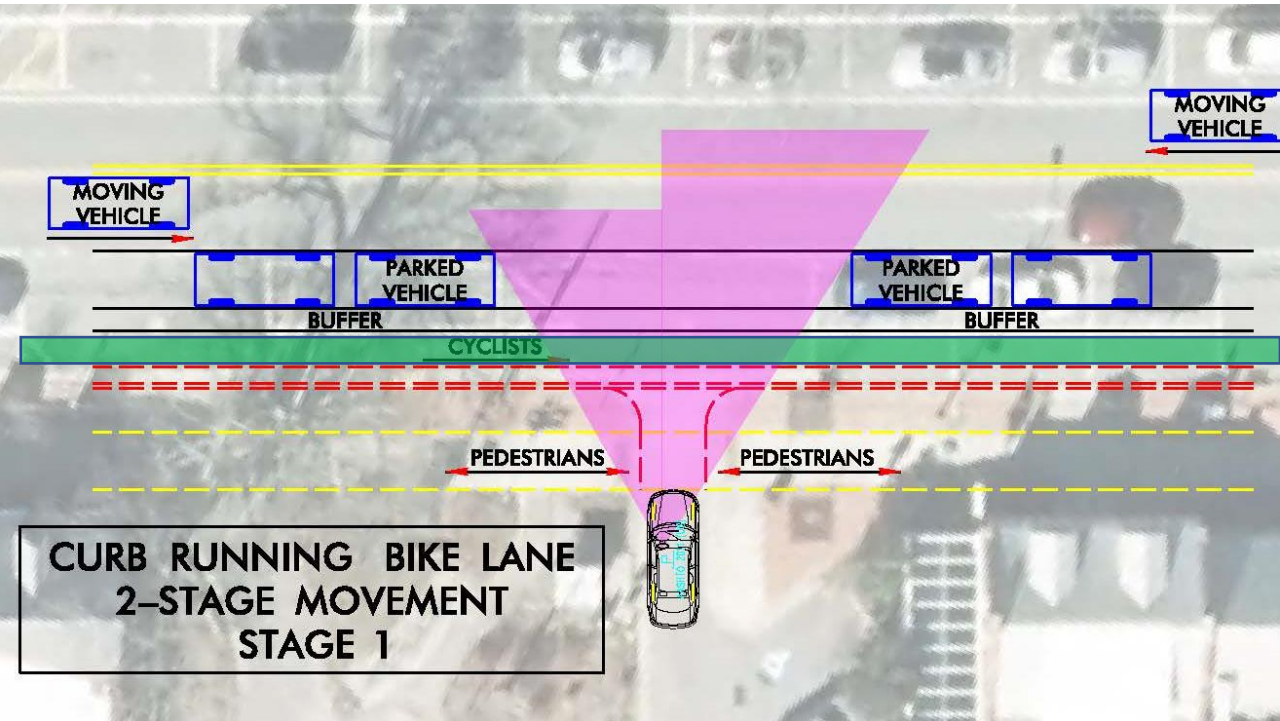
Made with **Streetmix**

- Separates cyclists and moving vehicles
- Requires additional design and approval
- Decreases on-street parking
- Potential bike-vehicle conflicts at driveways and intersections

Traffic Running Driveway/Intersection Conflicts



Curb Running Driveway/Intersection Conflicts



50' sight triangle: ~50-60 parking spaces
100' sight triangle: ~40 parking spaces
300' sight triangle: <10 parking spaces



Both bike lane designs:

- Are safer than 5-lanes for cyclists and pedestrians
 - Vehicle crashes decreased by 48%
 - Bike/ped crashes decreased by 33%
- Require additional funding for signal plans and Merritt Mill median engineering (\$32,000 - \$37,000) and signal plan implementation and median construction (\$TBD)
- Lead to re-engineering of Transit stops
- Are just paint and can be changed in the future



Next Steps

- Engage Ramey Kemp & Associates to design preferred option
- Submit approved pavement marking plans to NCDOT by March
- Continue to explore maintenance transfer
- Design public input process for future design of Franklin Street
- Return to Council in spring